



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS, 18th MILITARY POLICE BRIGADE
MANNHEIM, GERMANY APO AE 09058

AETV-MP-H

21 July 2006

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Policy Memorandum #20, Driver and Operator Standardization Program

1. References:

- a. AR 600-55, The Army Driver and Operator Standardization Program, 31 December 1993.
- b. AER 600-55, Army Driver and Operator Standardization Program, 24 July 2003.
- c. AR 385-55, Prevention of Motor Vehicle Accidents, 12 March 1987.
- d. UR 385-55, Prevention of Motor Vehicle Accidents, 26 January 2000.
- e. DA Pam 750-8, The Army Maintenance Management System (TAMMS), 22 August 2005.
- f. AR 385-40, Accident Reporting and Records, 11 January 1994.
- g. FM 21-305, Manual for the Wheeled Vehicle Driver, 27 August 1993.
- h. TC 21-305, Training Program for Wheeled Vehicle Accident Avoidance, 25 April 2003.
- i. TC 21-305-2, Training Program for Night Vision Goggle Driving Operations, 4 September 1998.
- j. AER 350-1, Training in the Army in Europe, 24 October 2005.
- k. Unit Level Logistics System – Ground (ULLS-G) End Users Manual, 31 August 2002.
- l. 21st TSC MOI, User-Level Maintenance Certification Program, 1 February 2005.

2. Driving and operating equipment within our units is the most hazardous task that our Soldiers are routinely exposed to on a daily basis. It is imperative that all Soldiers within the brigade are competent, confident and certified to operate the equipment they are expected to use.

a. Competent: Operator selection is a key process utilizing supervisor recommendations and the commanders' interview to ensure appropriate operators are selected. All Soldiers are not automatically capable of operating every piece of Army equipment so scrutinize eligible operators carefully to select the best candidates. Once selected all Soldiers must receive an ample amount of initial training and testing (as per regulations) on the selected equipment with follow on sustainment and special training conducted as required. No Soldier will operate any equipment they are not properly trained on and authorized to use.

b. Confident: The only means to build Soldier's confidence in his or her equipment comes from familiarity through constant use. Procedures and practices learned can quickly be forgotten which will diminish the Soldier's confidence and subsequently his or her ability to operate safely. Practice, practice, practice is not only a valid adage for this but it is also the best way to develop and maintain confident and capable operators.

c. Certified: All Soldiers within this command must be properly documented and authorized to operate the selected equipment. Regardless of how trained and competent a Soldier may be, the Soldier or leader will not allow unauthorized use of military vehicles and equipment. All required documentation will be properly annotated and maintained on each operator (ULLS-G and manual records) and leaders are accountable to verify any operators under their control are duly certified on the equipment BEFORE operating it.

3. Responsibility for the driver and operator training, testing and licensing program will not be delegated below the battalion level. Units that are not co-located with their Battalion will be serviced by either a mobile training team from the Battalion or move their students to the Battalion for the program. Only the Brigade Commander can grant an exception to this policy for repetitive training conducted on a case-by-case basis.

4. All battalion driver and operator training, testing and licensing programs will:

a. Conduct their programs in accordance with references listed in paragraph 1. The following topics are an example of what is required in the wheeled vehicle program of instruction plus some of the additional training that is necessary. The below topics are by no means an all inclusive list of the exact requirements. The appropriate references serve as the source document to explain in detail what all the requirements are for wheeled vehicles and other types of equipment (generators, TPUs, etc.):

- (1) Introduction, organization of course, and materials review.
- (2) Driver responsibilities and Government liability.
- (3) Host nation and garrison traffic regulations and laws.
- (4) Use of Army publications and blank forms (as related).
- (5) Vehicle inspection; Preventive Maintenance Checks and Services (PMCS).
- (6) Accident avoidance.
- (7) Driver energy and environmental considerations.
- (8) Introduction to specific vehicles.
- (9) Military convoy operations, including night driving.
- (10) Off-road operations.
- (11) Self-recovery methods.
- (12) Vehicle driver performance evaluation.

- (13) Response to emergency situations; vehicle malfunctions.
- (14) Driving range as set up by local commands.
- (15) Written examination (vehicle specific).
- (16) PMCS test.
- (17) Road test (after completion of training).
- (18) Night Vision Devices (NVD) Training (classroom and hands-on training IAW TC 21-305-2).
- (19) Refresher NVD Training (conducted and documented every six months after initial training).
- (20) Sustainment Training (includes "check ride" conducted and documented at least annually).
- (21) Remedial Training (conducted and documented for operators who have an at-fault accident).
- (22) Specialized Training (up-armored HMMWV, Trailer Towing, etc.)
- (23) Winter-Driving Training (conducted and documented at least annually).
- (24) Hazmat Training (as applicable, i.e., ammunition drivers).

b. Incorporate into the training program the User-Level Maintenance (ULM) Certification training in accordance with references 1-j and 1-l.

c. Maintain all operator and program records in accordance with references in paragraph 1.


d. Operator training classes will be scheduled and annotated on all unit training schedules and forwarded to the Brigade S3 as training highlights. The appropriate training time for a new operator to obtain a HMMWV license plus NVD qualification will typically take two weeks to complete. Careful long range planning for this training is necessary for a successful program.

5. The operator training programs have a direct impact on unit readiness and the safety of our Soldiers. The importance of having solid programs cannot be over emphasized and these programs are essential to maintain our equipment properly and keep our Soldiers injury free. With leader support and commitment, the 18th MP Brigade will set the standard for other units to emulate!

6. The point of contact for this policy memorandum is the Brigade Maintenance Officer at 382-5609.

"EVER VIGILANT!"

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Commanding